Sanitized Copy Approved for Release 2010/03/05 : CIA-RDP80T00246A034200600001-5 CENTRAL INTELLIGENCE AGENCY This material contains information affecting the National Defense of the United States within the meaning of 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized hibited by law. 25X1 SECRET/NOFORN COUNTRY* Czechoslovakia REPORT 1 5 MAY 1967 **SUBJECT** Construction of an Emergency Airfield DATE DISTR. near Horsovsky Tyn NO. PAGES REQUIREMENT NO. REFERENCES DATE OF SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE 1. In autumn 1954, a unit belonging to a Technical Battalion (TP) quartered 25X1 in the vicinity of the airfield at Line, where it had been working on completion of the nearly finished Line Airfield, was charged with a construction of a new airfield near Srby (N 49-32, E 12-52), Horsovsky Tyn district. The unit was brought every day by trucks from its Line quarters to the new construction site. 2. The building of the new airfield started first with the levelling of the surface of terrain by means of bulldozers and excavators. By the end of 1955 there was a level belt about 250 meters wide and about 2,000 meters long whose area was drained and thus made usable as an emergency airfield. 3. The new airfield lies west of Horsovsky Tyn, between the villages of Srby and Meclov. The middle of the take-off and landing strip is in the vicinity of the elevation point 405, on the Srby-Meclov road. A level grass strip stretches from the southwest from the area of a small wood southwest of elevation point 401, past elevation point 405, across the road and northeastward up to elevation point 397. 4. The airfield, according to the local population, is to be used as an emergency airfield in the event of war. No buildings have been put up there. In 1956, the landing strip was used by aircraft engaged in spraying operations against the Colorado potato beetle. 5. The part of the Srby-Meclov road which crosses the area of the airfield strip has been made level with the surrounding terrain for a length of about 300 meters. Both ditches were drained and the road surface was asphalted, so that it differs from the landing strip only by its asphalt surface. 6. In autumn 1955, a quantity of lime was brought to the airfield and deposited in two heaps on both sides of the landing strip; wooden shelters were built over the heaps. The lime was probably to be used for marking off the boundar of the landing strip. SECRET/NOFORN 25X1 (Note: Washington distribution indicated by "X"; Field distribution by "#".)

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